

**BY ORDER OF THE  
SECRETARY OF THE AIR FORCE**

**AIR FORCE INSTRUCTION 11-207**

**4 APRIL 2019**



**FIGHTER AIRCRAFT DELIVERY**

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

---

**ACCESSIBILITY:** Publications and forms are available on the e-Publishing website at [www.e-Publishing.af.mil](http://www.e-Publishing.af.mil) for downloading or ordering.

**RELEASABILITY:** There are no releasability restrictions on this publication.

---

OPR: ACC AOS/CC

Certified by: AF/A3T  
(Major General Scott Smith)

Supersedes: AFI11-207,  
31 March 2015

Pages: 26

---

This publication implements AAFP 11-2 *Aircrew Operations* 1 Dec 2015. It outlines responsibilities and procedures for movement of fighter aircraft worldwide using the services of the Air Combat Command (ACC) Air Operations Squadron (AOS). It prescribes flight rules that govern Coronet operations for aircraft under the movement control of the ACC AOS. This publication applies to all Regular Air Force, Air Force Reserve and Air National Guard personnel. This publication may not be supplemented or further implemented or extended at any level. Refer recommended changes and questions about this publication to the office of primary responsibility OPR listed above using the AF Form 847, *Recommendation for Change of Publication*; route AF Forms 847 from the field through the appropriate chain of command. The authorities to waive wing/unit level requirements in this publication are identified with a Tier ("T-0, T-1, T-2, T-3") number following the compliance statement. See AFI 33-360, *Publications and Forms Management*, for a description of the authorities associated with the Tier numbers. Submit requests for waivers through the chain of command to the appropriate Tier waiver approval authority, or alternately, to the requester's commander for non-tiered compliance items. Ensure all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Manual 33-363, *Management of Records*, and disposed of in accordance with the Air Force Records Disposition Schedule located in the Air Force Records Information Management System. The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Air Force.

## ***SUMMARY OF CHANGES***

This document has been substantially revised and needs to be completely reviewed. Major changes include: (1) Changed the name of the instruction back to Fighter Aircraft Delivery, (2) Night landing waivers now delegated to Wing Commander (WG/CC), (3) Extended range twin engine operations performance standards (ETOPS) requirement deleted, (4) FMS foreign aircrew participation waiver now at Air Operations Squadron commander (AOS/CC) level, (5) Destination and MRB fuel requirements waiver partially delegated to AOS/CC, (6) Term sunset replaced with end evening civil twilight, (7) Runway length for tail hook aircraft updated, (8) Wind and Sea state restrictions and waiver authority defined, (9) Chaff and flares excluded from live ordnance definition, (10) Deleted the pad for both FDP and night landings, (11) Added information on “partner” aircraft deliveries, (12) Other minor changes.

<b>Chapter 1— General</b>	<b>4</b>
1.1. Basic Authority.....	4
1.2. Waiver Authority. ....	4
1.3. Request for Support. ....	4
1.4. Scope of Control. ....	5
<b>Chapter 2— Roles and Responsibilities</b>	<b>7</b>
2.1. ACC AOS Responsibilities: .....	7
2.2. Air Mobility Command / 618 AOC/ TACC Responsibilities: .....	7
2.3. Deploying Unit Responsibilities: .....	7
<b>Chapter 3— OPERATIONS</b>	<b>8</b>
3.1. ACC AOS Operations:.....	8
3.2. Air Mobility Command / 618 AOC/ TACC Operations:.....	8
3.3. Deploying Unit Operations:.....	9
<b>Chapter 4— Planning and Execution</b>	<b>15</b>
4.1. Planning and Execution Criteria. ....	15
4.2. Launch Decision: .....	15
<b>Chapter 5— WEATHER CRITERIA FOR ACC AOS MOVES</b>	<b>16</b>
5.1. DCO Compliance. ....	16
5.2. Alternate Required. ....	16
5.3. Weather Minimums. ....	16

5.4.	Runway Condition Reading (RCR) and crosswind limits. Runway Condition Reading (RCR) and crosswind limits .....	16
<b>Chapter 6—</b>	<b>FMS, JOINT PROGRAM OFFICE (JPO) F-35 PARTNER SALES, ACSA, IA DELIVERIES</b>	<b>17</b>
6.1.	Non-DOD customers. ....	17
6.2.	Foreign Military Sales/JPO F-35 Partner Sales (USG Aircraft Sales).....	17
<b>Chapter 7—</b>	<b>FUNDING AND ACCOUNTING</b>	<b>18</b>
7.1.	Funding and Accounting. ....	18
<b>Attachment 1—</b>	<b>GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION</b>	<b>19</b>
<b>Attachment 2—</b>	<b>DETERMINING WHEN APPROVAL AUTHORITY CHANGES</b>	<b>22</b>
<b>Attachment 3—</b>	<b>SAMPLE FORMAT TO REQUEST ACC AOS SUPPORT</b>	<b>23</b>
<b>Attachment 4—</b>	<b>SAMPLE MOVEMENT CONTROL LETTER</b>	<b>24</b>
<b>Attachment 5—</b>	<b>SAMPLE AIRCREW QUALIFICATION LETTER</b>	<b>25</b>
<b>Attachment 6—</b>	<b>FOREIGN AIRCREW INFORMATION</b>	<b>26</b>

## Chapter 1

### GENERAL

#### 1.1. Basic Authority.

1.1.1. The term “Coronet” denotes movement of air assets, usually fighter aircraft, in support of contingencies, rotations, and exercises or aircraft movements for logistics purposes. (Air Force Doctrine Document 1-02, *Air Force Glossary*, <https://www.doctrine.af.mil/>). For the purpose of this instruction, Coronet identifies air refuelable fighter aircraft movements that are operating under ACC AOS Movement Control (MOCON), and typically have a transoceanic leg, transit the Mediterranean Sea, or transit between Alaska and CONUS. ACC AOS exercises MOCON for all ACC AOS Coronet missions as defined in section 1.3.

1.1.2. ACC AOS communicates directly with major commands (MAJCOMs), other Services, Department of State, embassies, and foreign governments to move aircraft in accordance with (IAW) this instruction. If foreign governments or international organizations are involved, refer to AFMAN 16-101, *Security Cooperation (SC) and Security Assistance (SA) Management*.

**1.2. Waiver Authority.** Unless otherwise directed in this AFI, HQ ACC/A3 is the waiver authority for all compliance items in this instruction that are not identified with a tier number.

#### 1.3. Request for Support.

1.3.1. All Coronet requests should be submitted to ACC AOS no later than the end of the 3rd week of each quarter (the 3<sup>rd</sup> week of Jan, Apr, Jul and Oct) to schedule services in the following quarter. Organizations requesting Coronet support will send requests to ACC AOS (see **Attachment 3**) (T-3). Units must provide mission details (e.g., dates, itinerary, and number/type of receivers) (T-3). Once the initial request has been submitted, changes to these mission details could jeopardize tanker or mission support.

1.3.1.1. Units requesting dual role support (i.e., units requesting cargo movement on tankers supporting the movement of combat aircraft) must submit their requests using Joint Operations Planning and Execution System (JOPES) (for contingency and Joint Chiefs of Staff (JCC) - sponsored exercises and any special assignment airlift mission (SAAM) request) (T-3). A SAAM request requires a submission in SAAM Requestor System. SAAM requests have significant lead time requirements and must be submitted IAW AMCI 11-208, *Mobility Air Forces Management*. See note in **Attachment 3**.

1.3.2. Security assistance program managers (SAPM) and program managers (PM) of United States Government (USG) aircraft sales programs requesting Coronet support must have either: an authorized and funded USAF or USN Foreign Military Sales (FMS) case, or an authorized and funded Joint Program Office (JPO) F-35 Partner Sales case.

1.3.3. Foreign government POCs requesting Coronet support must have either: an authorized and funded USAF or USN FMS case or an authorized Acquisition and Cross-Servicing Agreement (ACSA) or Implementing Arrangement (IA) under an applicable ACSA. An FMS case is the primary authorization and funding vehicle for ACC AOS Coronet fighter aircraft planning and execution support. An ACSA Order will be executed as a last resort for emergent requirements and normally only used for contingencies where time and/or other circumstances

preclude the use of an FMS case and it is in the best interests of the USG/DOD to use an ACSA to accomplish the mission

1.3.4. ACC AOS is unable to begin planning for a USG aircraft sales program's or a foreign government's/air force's Coronet request until Plans division of ACC/AOS (ACC AOS/XP) has verified the FMS Case/JPO F-35 Partner Sales case/ACSA can be used.

1.3.4.1. When USG aircraft sales programs or foreign governments request services through a USAF or ACC FMS case, ACC/IAS will verify the case has a line that provides reimbursement to ACC AOS for fighter aircraft planning and execution of aircraft ferry support services. If tanker/airlift support is required, AMC/FMFFS will verify the case has a line to reimburse AMC for their support.

1.3.4.2. When USG aircraft sales programs or foreign governments request services through a United States Air Force Air Education and Training Command (USAF/AETC) or USN FMS case, the AETC or USN line manager or OPR will verify the case has a line that provides reimbursement to ACC AOS for fighter aircraft planning and execution of aircraft ferry support services. If tanker/airlift support is required, AMC/FMFFS will verify the case has a line to reimburse AMC for their support.

1.3.4.3. When USG aircraft sales programs request services through a JPO F-35 Partner Sales case, Air Combat Command Internal Affairs (ACC/IAS) and JPO will verify the case has a line that provides reimbursement to ACC AOS for fighter aircraft planning and execution of aircraft ferry support services. If tanker/airlift support is required, AMC/FMFFS will verify the case has a line to reimburse AMC for their support.

1.3.4.4. When foreign governments request services under an ACSA, Air Combat Command Logistics Readiness Division (ACC/A4RX) will verify the ACSA can be used to provide reimbursement to ACC AOS for fighter aircraft planning and execution of aircraft ferry support services. ACC/AOS will be responsible for filling out the order form prescribed in the respective ACSA or IA and send it to ACC/A4RX. ACC/A4RX will load order form data into AGATRS (Acquisition Cross-Servicing Agreements (ACSA) Global Automated Tracking and Reporting System). Air Combat Command Air Operations Squadron Resource Advisor (ACC AOS/RA) will send completed ACSA order form and substantiating documents to Defense Finance and Accounting Service (DFAS) for reimbursement. If tanker/airlift support is required, Air Mobility Command Financial Management and Controller division (AMC/FMFFS) and United States Transportation Command Judge Advocate (USTRANSCOM/JA/J3) will verify the ACSA can be used to provide reimbursement to AMC for their support.

#### **1.4. Scope of Control.**

1.4.1. MOCON is the authority to initiate and terminate flights and direct or vary itineraries while enroute. ACC AOS exercises MOCON for all ACC AOS Coronet missions. ACC AOS exercises MOCON of aircrews from 24 hours before the first scheduled takeoff through landing at the final destination. ACC AOS exercises MOCON of aircraft from takeoff through landing at the final destination. Aircrews require ACC AOS approval prior to leaving a mission when the aircraft have not been delivered to their final scheduled destination.

1.4.1.1. Air Force Reserve and ANG aircrew. ACC AOS exercises MOCON of aircrews when they enter USC Title 10 status (AFR and ANG members brought to federal active

duty service via orders authorized under Title 10 of the United States Code) to execute the mission, but will start no earlier than 24 hours before the first scheduled takeoff through landing at the final destination.

1.4.1.2. Airborne aircraft spares remain under ACC AOS MOCON from takeoff until first landing.

1.4.1.3. If a unit desires to assume MOCON of aircraft from ACC AOS prior to delivery to their final scheduled destination, the unit must provide a written or e-mail acceptance of MOCON signed by the unit's OG/CC or equivalent (A sample email is contained in [Attachment 4](#)). (T-3)

## Chapter 2

### ROLES AND RESPONSIBILITIES

**2.1. ACC AOS Responsibilities:** Coordinates with deploying units (USG and foreign national) to provide mission planning and mission execution services for fighter aircraft deliveries.

**2.2. Air Mobility Command / 618 AOC/ TACC Responsibilities:** Coordinates with ACC AOS for Coronet fighter aircraft delivery. Provides mission planning and execution support for all tanker aircraft involved with a Coronet fighter delivery.

**2.3. Deploying Unit Responsibilities:** Requests AOS support for fighter deployments. Provides aircraft specific flight characteristics and configurations to ensure AOS mission planning is calculated accurately. Provides aircrews for all deliveries.

## Chapter 3

### OPERATIONS

#### 3.1. ACC AOS Operations:

3.1.1. ACC AOS Coordination. ACC AOS will coordinate specific Coronet requirements with deploying units, publish an Air tasking order (ATO), provide refueling requirements to Tanker Airlift Control Center (TACC), coordinate diplomatic clearances for DOD registered fighter aircraft, coordinate altitude reservations (ALTRV), produce controlling mission weather products (CMWP), file the combat air forces (CAF) aircraft flight plan, control Coronet launches, monitor enroute and divert airfield weather, and track the status of all Coronet aircraft.

3.1.2. Delivery Control Officer (DCO) responsibilities. DCO will:

3.1.2.1. Create, validate, and submit flight plans to the appropriate Air Traffic Service (ATS) agencies including appropriate DOD base operations offices. DCO, in coordination with the flight lead/pilot in command (PIC) have the authority to file, amend, or cancel flight plans.

3.1.2.2. Conduct aircrew briefings: All aircrew operating an aircraft on a Coronet mission must receive a mission and final briefing (T-3). These briefings are normally done face-to-face by the DCO. The mission briefing is normally presented the day before mission launch but may be accomplished prior to the final briefing on launch day if agreed to by the deploying unit. DCOs will provide aircrews with a flight plan, route overview, missed refueling base (MRB) plan, air refueling plan, any applicable ALTRV, and other details required to safely execute the mission. (T-3)

3.1.2.2.1. Conduct mission briefing: Provides aircrews with ACC AOS guidelines governing Coronet missions as well as mission details for the leg to be flown. Aircrews unable to attend the briefing will be required to receive it before flying on a Coronet mission. (T-3)

3.1.2.2.2. Conduct final briefing: The final briefing provides updates and covers any last minute mission changes. It is normally given two hours, but will start no less than 1+30 hours, before launch. (T-3)

3.1.2.3. Will make the “Go” decision to launch receiver aircraft. The DCO will ensure appropriate coordination with ACC AOS Mission Control Center (MCC), flight leads, and 618 AOC (TACC) representatives. (T-3)

3.1.2.3.1. The DCO, flight lead, tanker aircraft commander (AC) and 618 AOC (TACC) Execution Cell representatives can make a decision not to launch (“No-Go”). However, a “No-Go” decision will not be made until two hours prior to the no later than takeoff time for the fighter aircraft without prior coordination with ACC AOS/CC (or designated representative). (T-3)

3.1.2.4. Maintain an accurate accounting of all primary and spare aircrew/aircraft.

3.1.3. DCO Training. ACC AOS will maintain a DCO training program. (T-3)

#### 3.2. Air Mobility Command / 618 AOC/ TACC Operations:



3.2.1. 618 AOC/TACC is responsible for tanker support for all Coronet missions utilizing TACC assigned assets.

3.2.2. Tanker Escort Requirements. Tankers are required to escort receivers on transoceanic legs until receivers can maintain two-way radio communications with air traffic control (ATC) and navigate to their destination or divert base. For mid-ocean rendezvous, tankers will escort receivers until the receivers have confirmed two-way radio communications and either positive radar or visual contact with joining tankers.

3.2.3. Fighter Aircraft Monitor (FAM). In the event that a FAM is on board an escorting tanker, 618 AOC (TACC) will ensure coordination for the availability of equipment (e.g. headset and microphone) to enable the FAM to communicate with escorted fighters.

3.2.4. Search and Rescue (SAR). In the event of a downed or ditched receiver, the lead tanker will coordinate with ATC, 618 AOC (TACC), etc. to notify the nearest SAR assets. Tankers should provide cover as long as fuel reserves allow, while remaining receivers proceed to the nearest acceptable divert base (unescorted, if necessary) or continue the mission with the remaining tankers. 618 AOC (TACC) will be prepared to coordinate initial SAR efforts and then assist appropriate personnel recovery efforts.

3.2.5. Co-located Departures. When the receiver aircraft and tankers are co-located at an airfield, 618 AOC (TACC) will ensure an additional 1,000 lbs of fuel per receiver is available on the first air refueling to account for fuel burned during initial rendezvous. (T-3) Otherwise, 618 AOC (TACC) should expect that the tankers will need to take off before the fighter aircraft.

3.2.6. When a tanker accompanies the receivers to the fighter aircraft destination the tanker should land last if conditions permit.

### **3.3. Deploying Unit Operations:**

3.3.1. Administrative Control. Unit commanders retain administrative control of their aircraft and aircrews during Coronet movements.

3.3.2. Assuming MOCON. If a unit desires to assume MOCON of aircraft from ACC AOS prior to delivery to their final scheduled destination, the unit must provide a written or e-mail acceptance of MOCON signed by the unit's OG/CC or equivalent (see [Attachment 4](#)). (T-3)

3.3.3. Aircrew Leaving Missions. Aircrews require ACC AOS approval prior to leaving a mission when the aircraft have not been delivered to their final scheduled destination.

3.3.4. Range Orientation/Familiarization. Units desiring to perform a range orientation or familiarization enroute to an exercise such as RED FLAG, must pre-coordinate for the proper assumption of MOCON and specify the point at which MOCON will be assumed by the unit. (T-3) No additional tanker assets will be provided for the range orientation and the unit is responsible for coordinating all range requirements.

3.3.5. Dual role and/or enroute support of transient aircraft (ESTA) Request. Requests to move cargo and passengers (dual role and or ESTA) will be submitted by the deploying unit through established logistics or MAJCOM validator channels. (T-3) Units will submit their requests using JOPEs (contingency and JCS-sponsored exercises) or as a SAAM request (for all other mission types) (T-2). SAAM requests have significant lead time requirements and must be submitted IAW AMCI 11-208. See note in [Attachment 3](#). (T-2) Units should reference their Coronet mission number on all requests.

### 3.3.6. Crew Rest and Aircrew fatigue.

3.3.6.1. Crew rest and flight duty period (FDP) limitations for USAF aircrews are IAW AFI 11-202, Volume 3, *General Flight Rules*. Other Services and foreign air forces will adhere to whichever of the guidance prescribed by this Instruction or their applicable directives is more restrictive.

3.3.6.2. Units should consider the effects of jet lag and the stresses of flights longer than 8 hours. Units should consider coordinating for a flight surgeon to brief aircrew on the stresses involved in extended flights and discuss how diet, fluid intake, rest, sedatives or stimulants, and alcohol can affect fatigue and jet lag.

3.3.6.3. It is the responsibility of the deploying unit to coordinate and obtain permission for sedative/stimulant use.

3.3.7. Aircraft configuration. Unit POCs will ensure the configure aircraft with the maximum number of external fuel tanks consistent with safe and efficient MRB planning and operational requirements (T-3). Do not add items to the configuration to reduce airlift requirements. (T-3) Immediately coordinate any changes to aircraft configurations specified in the ATO with ACC AOS. Changes may require a new flight profile and could change tanker requirements that could jeopardize tanker or mission support.

3.3.8. Deployments are normally conducted under peacetime rules and procedures, without carriage of live ordnance or a hot/armed gun. Units will notify AOS if they will be carrying live ordnance (T-2). Units require MAJCOM/A3 or equivalent (ANG: NGB/A3) approval to carry these stores on Coronet missions. For the purposes of this AFI, chaff and flares are not considered live ordnance. Unit is responsible to coordinate with all enroute stopover locations and final destination to ensure procedures are in place to safely secure these items. A request to carry live ordnance should consider the following:

3.3.8.1. Political considerations or sensitivities.

3.3.8.2. Increased lead time for diplomatic clearances.

3.3.8.3. Security, safety, and storage considerations.

3.3.8.4. Explosive Ordnance Disposal and Munitions personnel requirements

3.3.8.5. Increased tanker requirements due to increased gross weights, reduced fuel loads, and higher drag indices.

3.3.8.6. Utilization of civilian airfields for MRBs.

3.3.8.7. Complications for maintenance actions on divert or broken aircraft.

### 3.3.9. Aircraft Equipment.

3.3.9.1. Unit POC will ensure aircraft are equipped IAW published directives and the ATO. (T-3) Ensure necessary navigation, communication, and air refueling systems are operational. (T-3)

3.3.9.2. Unit POC will ensure all inspections will remain current through delivery. (T-3)

3.3.9.3. Units will equip aircrews with aircrew flight equipment (AFE) according to AFI 11-202, Volume 3 or service or unit equivalent. (T-2)

3.3.9.4. Each aircraft will be flown within 14 days of a transoceanic leg in the planned Coronet fuel configuration to ensure applicable aircraft systems and equipment work properly. (T-3)

#### 3.3.10. Aircrew Requirements.

3.3.10.1. Aircrews under ACC AOS MOCON must be qualified in the unit aircraft and air refueling operations IAW AFI 11-2 Mission Design Series (MDS)-specific volumes, ATP 3.3.4.2, *Air to Air Refueling* ([www.japcc.org](http://www.japcc.org)), and the associated US Standards Related Document (SRD) or similar directives for the USN, USMC, etc. (T-2).

3.3.10.2. Training is prohibited on Coronet movements unless specifically approved by the ACC AOS/CC or designated representative. Units should not expect approval of training which increases fuel requirements or decreases the probability of a successful/on-time movement.

3.3.10.3. Units should schedule pilots with the following qualifications to increase odds of a successful launch:

3.3.10.3.1. Two-ship formation: one two-ship flight lead (or equivalent).

3.3.10.3.2. Three-ship formation: one four-ship and one two-ship flight lead (or equivalent).

3.3.10.3.3. Four-ship formation: two four-ship flight leads (or equivalent).

3.3.10.3.4. Five or six-ship formations: two four-ship and one two-ship flight lead (or equivalent).

3.3.10.4. The deploying unit must provide documentation identifying aircrew selection and qualifications NLT 14 days prior to scheduled departure (T-2). Acceptable documentation is an aircrew qualification letter (see **Attachment 5**) signed by an authorized official.

3.3.10.5. Foreign Clearance Guide (FCG) Requirements. DOD aircrews flying into foreign countries must review and comply with the applicable portions of both the classified and unclassified portions of the FCG concerning personnel diplomatic clearance requirements such as NATO orders, passport, visa, ID, uniform, customs and immigration, force protection, ancillary training, and immunization requirements. (T-3) Non-DOD aircrews (e.g. Foreign, contract, etc.) are required to obtain their own personnel and aircraft diplomatic clearances.

3.3.10.6. Temporary Duty (TDY)/Flight authorizations. Units will publish aircrew TDY orders and flight authorizations. TDY orders will include any special statements required by the FCG. (Note: All ANG personnel supporting combat aircraft deliveries outside the United States will deploy in Title 10, US Code, status. (T-3).

3.3.10.7. If an aircrew substitution is required, any additional travel costs are the responsibility of the deploying unit.

#### 3.3.11. Mission Planning Considerations:

3.3.11.1. Units under ACC AOS MOCON will operate IAW the applicable flight manuals, instructions, and limits specified by the MAJCOM or its equivalent, whichever is more restrictive. (T-2).

3.3.11.1.1. Units are responsible for ensuring compliance with any weather requirements that are more restrictive than AFI 11-202 Vol. 3 and AFI 11-207, and should provide the DCO with those requirements. (T-2).

3.3.11.2. Airborne aircraft spares will typically recover at home station and inflight refueling for air spare(s) is not planned.

3.3.11.3. Mission planning for tail hook equipped aircraft to use runways of less than normal peacetime aircraft specific minimum requirements and without a compatible arresting system, requires specific approval of the OG/CC or service equivalent. For ANG, approval is the Air Operations Officer, OG/CC or higher.

3.3.11.4. Night Landings: ACC AOS missions are normally planned to arrive at least one hour prior to end evening civil twilight (EECT). Units desiring to land at night due to operational factors such as circadian rhythm disruption should seek approval by the owning aircraft Wing/CC or equivalent. Approvals should be requested early in the planning process to avoid departure timing changes that could jeopardize tanker/mission support.

3.3.11.5. Fighter Aircraft Monitors (FAMs): When flying on an escorting tanker, FAMs (after coordination with 618 AOC (TACC)) must report to the tanker departure base and attend the mission briefing. FAMs will contact the DCO for briefings on mission aspects and launch decisions. (T-3) FAMs must carry appropriate aircraft flight manuals and checklists, and they will wear appropriate flight clothing when reporting for duty. (T-3) 618 AOC (TACC) will ensure the availability of equipment (e.g. headset and microphone) to enable the FAM to communicate with escorted fighter aircraft. (T-3)

3.3.11.6. Single-Ship Transoceanic flights: Require approval by MAJCOM/A3 or equivalent (ANG: NGB/A3). (T-2) If approved, a FAM must be onboard the tanker unless the single-ship aircraft is a multi-seat aircraft with at least two qualified aircrew onboard. (T-2)

3.3.12. Flight lead or Aircraft Commander Responsibilities. The flight lead or aircraft commander ensures the proper conduct of aircrews on ACC AOS missions:

3.3.12.1. Ensures aircrews have all the appropriate flight information publications (FLIP) for the entire mission and are familiar with instrument approach procedures for their destination, alternates, and all planned MRB. DOD units are responsible for obtaining approval to fly non-DOD approaches at the destination, landing alternate and MRBs. (T-3)

3.3.12.2. Briefs aircrews on any items pertaining to the mission that were not covered by the DCO. (T-3)

3.3.12.3. Ensures missions are flown as briefed by the DCO and contacts the Mission Control Center to relay departure/arrival times and aircraft status. (T-3)

3.3.12.4. For departure, destination and all enroute stopover locations:

3.3.12.4.1. Ensures aircrews have aircrew flight equipment. (T-3)

- 3.3.12.4.2. Ensures storage of classified equipment. (T-3)
- 3.3.12.4.3. All documents required by customs, agriculture, immigration, or military authority are completed. (T-3)
- 3.3.12.4.4. Arranges billeting, transportation, and aircraft security. (T-3)
- 3.3.12.5. Refers to the ACC AOS Aircrew Brochure in the event of any divert.
- 3.3.12.6. Obtains ACC AOS approval to launch. (T-3)
- 3.3.12.7. Penetration/Approach/Landing.
  - 3.3.12.7.1. When possible, break up cells or flights in visual meteorological conditions (VMC).
  - 3.3.12.7.2. Land single-ship to a full stop from an instrument approach or visual flight rules (VFR) traffic pattern.
  - 3.3.12.7.3. Pilots will not land in formation except in an emergency. (T-3)
- 3.3.12.8. Wind and Sea State Restrictions. Coronets will not be conducted when surface winds along the intended route of flight exceed 35 knots steady state over land (25 knots over water) or when the significant wave height exceeds 10 feet. This is not intended to restrict missions when only a small portion of the route is affected. If possible, alter the planned route to avoid the affected area. (T-3).
- 3.3.12.9. Aircraft Divert and Abort Procedures.
  - 3.3.12.9.1. Diverts. If the landing occurs outside of U.S. controlled areas, aircrews should request assistance from the nearest military attaché or diplomatic representative.
  - 3.3.12.9.2. Aborts
    - 3.3.12.9.2.1. Ground Aborts: Any single aircraft ground aborts must be approved by the DCO in coordination with the MCC. (T-3) The decision will be based on several factors to include follow-on tanker availability, unit requirements, follow on transoceanic legs, etc. Consideration will be given to delaying the entire mission.
    - 3.3.12.9.2.2. Air Aborts: Flight leads must consider single-ship Coronet restrictions for transoceanic legs when making any decisions regarding a single-ship air abort.
- 3.3.12.10. Flight demonstrations, maneuvers, events or fly-bys are prohibited on ACC AOS moves. (T-2)
- 3.3.13. Search and Rescue (SAR) Procedures. In the event of a downed or ditched receiver, the lead tanker will coordinate with Air Traffic Control, 618 AOC (TACC), etc to notify the nearest SAR assets. Tankers will provide cover as long as fuel reserves allow, while remaining receivers proceed to the nearest acceptable divert base (unescorted, if necessary) or continue the mission with the remaining tankers.
- 3.3.14. Enroute Maintenance Support.
  - 3.3.14.1. Aircrews will notify the MCC of all maintenance issues aircraft status changes impacting scheduled movement of aircraft. (T-2).

3.3.14.2. Units will coordinate plans for any functional flight check (FCF)/confidence flights with the DCO. (T-2)

3.3.14.3. The parent MAJCOM, or equivalent, coordinates and funds all logistics expenses required to repair the aircraft. Owing units are encouraged to solicit maintenance support from the nearest location. **Note:** When FMS aircraft need maintenance enroute, the aircrew will notify the MCC, who will advise the SAPM. (T-3)

3.3.14.4. If local weather, host nation restrictions and mission schedule permit, aircraft experiencing an enroute delay will be flown within 14 days of the next transoceanic leg. (T-3)

## Chapter 4

### PLANNING AND EXECUTION

#### 4.1. Planning and Execution Criteria.

4.1.1. Fuels: ACC AOS missions are normally planned to arrive with 60 minutes of fuel at the destination and 40 minutes of fuel at the MRB. Fuel flows are provided by the deploying unit and based on maximum endurance fuel flow at 10,000ft MSL. These calculations do not include fuel for an approach and missed approach at the destination.

4.1.1.1. During execution and with the concurrence of the DCO and flight lead the mission can execute if the actual winded flight plan shows fuels within 5 minutes of the planned fuels in [4.1.1](#).

4.1.1.2. The AOS/CC or designated representative, with concurrence of squadron leadership, can approve missions to be planned and executed with fuels lower than [4.1.1](#) but not lower than 50 minutes at the destination and 30 minutes at an MRB. Any further reduction in planning/execution fuel calculations requires ACC/A3 approval.

4.1.1.3. The Landing alternate fuel reserve requirement is determined by MAJCOM Instruction or other governing documents as appropriate.

4.1.2. Cell composition: Standard number of receivers per cell is planned at 6 or less with a maximum of 8. Maximum number of receivers per tanker will be determined by other governing regulations or instruction.

4.1.3. Cell spacing: Cell spacing for planning purposes will normally be 30 minutes. During execution the DCO, flight lead, and Tanker Mission Commanders must agree to any cell interval less than 30 minutes. ALTRV restrictions, onboard sensor capabilities (Radar, TCAS, etc), Coronet complexity, inter-cell communications capability, and weather must be considered for any cell spacing less than 30 minutes. (T-3)

4.1.4. Mission timing: Missions will be planned to arrive at the destination after beginning morning civil twilight (Day) and at least one hour prior to the EECT (Night). (T-3)

4.1.4.1. Missions will be executed to arrive at the destination at or before then end of the approved Flight Duty period (T-2) and before the EECT. (T-3)

**4.2. Launch Decision:** The DCO is responsible for making the decision to launch (“Go”). The DCO will ensure appropriate coordination with the ACC AOS Mission Control Center (MCC), flight leads, and 618 AOC (TACC) representatives. (T-3)

## Chapter 5

### WEATHER CRITERIA FOR ACC AOS MOVES

**5.1. DCO Compliance.** DCO will ensure compliance with AFI 11-202, Volume 3, AFI 11-207 weather requirements or any more restrictive guidance provided by the unit. (T-3)

**5.2. Alternate Required.** A destination alternate is required for all ACC AOS missions, regardless of forecast weather. (T-3) **Exception:** For remote or island destinations, the weather forecast must be equal to or better than the weather requirements for an alternate airfield. (T-2) Consider an airfield to be a remote or island destination when its unique geographic location offers no suitable alternate (civil or military) within two (2) hours flying time.

#### **5.3. Weather Minimums.**

5.3.1. Takeoff Minimums are the most restrictive of the following:

5.3.1.1. Lowest compatible published approach minimums for departure base.

5.3.1.2. The most restrictive pilot weather category (PWC) in the flight, or IAW applicable Service directives.

5.3.2. Destination Filing Minimums. Except for temporary (TEMPO) conditions for thunderstorms and snow/rain showers, the worst forecasted prevailing weather conditions for an airport (ETA  $\pm 1$  hour) must meet or exceed:

5.3.2.1. Ceiling/visibility (CIG/VIS) 500 feet and 1 ½ statute miles (SM) or lowest compatible published approach minimums whichever is greater.

5.3.2.2. The most restrictive PWC in the flight.

5.3.2.3. For remote or island destinations - CIG/VIS 1,000 feet and 2 miles, or 500 feet and 1 mile above the lowest compatible published approach minimums, whichever is greater. Exceptions for TEMPO conditions do not apply. (Reference [paragraph 4.2](#))

5.3.3. Destination Alternate Minimums. Use MAJCOM or other appropriate instructions to determine WX minimums.

5.3.4. Missed Refueling Base (MRB) Minimums. The worst forecast weather conditions for ETA  $\pm 1$  hour, to include TEMPO conditions (except those caused by thunderstorms, rain showers, or snow showers) will meet or exceed: (T-2)

5.3.4.1. CIG/VIS must be at least 1,000 feet and 2 miles, or 500 feet and 1 mile above the lowest compatible published approach minimums, whichever is greater. (T-2)

5.3.4.2. Without a published approach minimum. Forecast weather for the ETA ( $\pm 1$  hour) must permit a VFR descent from a published instrument flight rules (IFR) altitude to a VFR approach and landing. (T-2)

5.3.4.3. The TEMPO conditions for thunderstorms and snow/rain showers is no lower than the most restrictive of the following: CIG/VIS 500ft and 1 ½ miles, the most restrictive PWC, or the lowest compatible published landing minimums. (T-2)

**5.4. Runway Condition Reading (RCR) and crosswind limits.** Runway Condition Reading (RCR) and crosswind limits are IAW MDS/MAJCOM or equivalent guidance.



## Chapter 6

### FMS, JOINT PROGRAM OFFICE (JPO) F-35 PARTNER SALES, ACSA, IA DELIVERIES

**6.1. Non-DOD customers.** Non-DOD customers (e.g. foreign, contract, etc.) must obtain diplomatic clearances for their personnel and aircraft through their appropriate channels. Foreign customers must also request U.S. military landing authorization numbers (MLAN) for their aircraft through their embassy using US Department of State's Diplomatic Clearance Application System (DCAS).

**6.2. Foreign Military Sales/JPO F-35 Partner Sales (USG Aircraft Sales).**

6.2.1. For FMS/JPO F-35 Partner Sales missions, the SAPM or PM for the specific program is responsible for securing fighter aircrew for the ferry.

6.2.2. Aircrews flying DOD registered aircraft. Aircrews flying DOD registered aircraft with unique avionics configurations require familiarization training prior to the first delivery flight. USAF acceptance pilots familiar with the avionics configuration will determine the appropriate training requirements and will work closely with the SAPM or PM to task only the most qualified pilots (similar block and engines, etc.) for FMS/JPO F-35 Partner Sales deliveries. (T-2)

6.2.3. Foreign Aircrew Observer. Foreign aircrew observer participation in US or DOD registered aircraft must follow the guidance in AFMAN 16-101 and requires AOS/CC approval. Foreign governments must request permission for their foreign aircrew observer participation on ACC AOS ferry flights through Deputy Secretary, Air Force International Affairs (SAF/IA) then to ACC AOS/CC. Submit these requests to SAF/IA a minimum of 60 days before the departure date and include information on the pilots as indicated in [Attachment 6](#).

6.2.4. The agency or organization with ownership of the aircraft is responsible for requesting any waivers required for their specific FMS or JPO F-35 Partner Sales move and will provide them to the ACC AOS no later than 14 days before the launch. (T-3) If aircrews are from a different agency or organization, applicable unit leadership (OG/CC or equivalent) should coordinate on any waiver requests.

## Chapter 7

### FUNDING AND ACCOUNTING

**7.1. Funding and Accounting.** Funding responsibilities are IAW AFI 65-601, Volume I, *Budget Guidance and Procedures*. Flying time is reported IAW AFI 21-103, *Equipment Inventory, Status, and Utilization Reporting*.

7.1.1. DCO travel expenses are the responsibility of the deploying unit or the tasking higher headquarters (HHQ). Tasked unit or HHQ will provide the DCO a fund cite letter or Cross-Organization Funding (DTS: "Cross Org LOA") authorization NLT 14 days prior to mission launch. Also send this fund cite information by message, E-mail, or Fax to the ACC AOS/RA. (T-3)

7.1.2. Periodic Depot Maintenance (PDM) /Aircraft Transfers: DCO and aircrew funding instructions will be included in the ATO. Aircrews will forward a copy of their completed travel voucher to ACC AOS/RA (Resource Advisor) within 10 days of receipt of payment. (T-3)

7.1.3. FMS and ACSA/IA moves: Reimbursement is IAW *Financial Management Regulation* 7000.14-R (dates vary), Volume 15, **Chapter 8**, Financial Management Regulation for Security Cooperation Policy. Funding instructions will be included in the ATO. Aircrews will forward a copy of their completed travel vouchers to ACC/IAS within 5 days of receipt of payment. (T-3) Aircrews not using DTS for orders and vouchers must forward a copy of paid travel voucher to ACC/IAS within 5 days from receipt of payment. (T-3) The payment voucher must show the Line of Accounting, Voucher Number and Breakout of all paid expenses. Aircrew members who are filing vouchers must send more than just the completed DD Form 1351-2. (T-3).

7.1.3.1. Travelers for FMS ferry missions must follow same Federal Travel Regulations as if they were on USAF missions

7.1.3.2. Travel to the FMS mission initial launch point should be 2 days before mission launch date unless operational needs require an earlier arrival. Arriving earlier than needed could cause aircrews to be charged leave. Personnel who need to arrive early must notify ACC/IAS Aircraft Financial Manager so that early arrival may be noted on the approval letter for funding (T-3)

7.1.4. DCOs will provide both the Coronet mission number and the ESP code (if known) when creating the travel authorization to assist in timely authorization approval. (T-3)

Mark D. Kelly, Lt Gen, USAF  
DCS Operations

**Attachment 1****GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

AFDD 1-2, *Air Force Doctrine Document 1-2, Air Force Glossary*, 11 Jan 2007

AFPD 11-2, *Aircrew Operation* 19 Jan 2012

AFI 11-202, Volume 3, *General Flight Rules*, 10 Aug 2016

AFI 21-103, *Equipment Inventory, Status, and Utilization Reporting*, 16 Dec 2016

AFI 65-601, *Volume 1, Budget Guidance and Procedures*, 16 August 2012

AMCI 11-208, *Mobility Air Forces Management*, 8 Feb 2017

AFMAN 16-101, *Security Cooperation (SC) and Security Assistance (SA) Management*, 2 August 2018

ATP 3.3.4.2 *Air to Air Refuelling*, 18 Nov 2013

T.O. 00-20-5, *Aerospace Vehicle Inspection and Documentation*, 01 May 2000, Air Force Records Disposition Schedule (RDS), <https://www.my.af.mil/afrims/afrims/afrims/rims.cfm>

***Forms Adopted***

AF Form 847, *Recommendation for Change of Publication*

***Abbreviations and Acronyms***

**ACC—Air Combat Command**

**ACSA—acquisition and cross-servicing agreement**

**AFE—aircrew flight equipment**

**AFI—Air Force Instruction**

**AFMAN—Air Force Manual**

**ALTRV—altitude reservation**

**AMC—Air Mobility Command**

**ANG—Air National Guard**

**AOS—Air Operations Squadron**

**AOSW—Air Operations Weather Flight**

**ATC—air traffic control**

**ATO—air tasking order**

**ATS—Air Traffic Service**

**CAF—combat air forces**

**CIG/VIS—Ceiling/visibility**

**CMWP—controlling mission weather product**  
**DCO—delivery control officer**  
**DCAS—US Department of State’s Diplomatic Clearance Application System**  
**DFAS—Defense Finance and Accounting Service**  
**DOD—Department of Defense**  
**ECL—English comprehension level**  
**EECT—end evening civil twilight**  
**ESTA—enroute support of transient aircraft**  
**ETOPS—Extended range twin engine operations performance standards**  
**FAM—fighter aircraft monitor**  
**FCG—foreign clearance guide (DOD)**  
**FCF—functional check flight**  
**FDP—flight duty period**  
**FLIP—flight information publication**  
**FMS—foreign military sales**  
**HHQ—higher headquarters**  
**IA—implementing arrangement**  
**IAW—in accordance with**  
**IFR—instrument flight rules**  
**JOPES—Joint Operations Planning and Execution System**  
**JPO—Joint Program Office (F-35)**  
**MAJCOM—Major Command (USAF)**  
**MCC—mission control center**  
**MDS—mission design series**  
**MLAN—military landing authorization number**  
**MOCON—movement control**  
**MRB—missed refueling base**  
**OG—Operations Group**  
**OPR—office of primary responsibility**  
**PDM—periodic depot maintenance**  
**PIC—pilot in command**  
**PWC—pilot weather category**

**RCR**—runway condition reading  
**SAAM**—special assignment airlift mission  
**SAPM**—Security assistance program manager  
**SAR**—search and rescue  
**SM**—statute mile  
**TACC**—Tanker Airlift Control Center  
**TDY**—temporary duty  
**TEMPO**—temporary  
**USAF**—United States Air Force  
**USG**—United States Government  
**USMC**—United States Marine Corps  
**USN**—United States Navy  
**VFR**—visual flight rules  
**VMC**—visual meteorological conditions

### *Terms*

**Air tasking order (ATO)**—The implementing directive that provides specific information, guidance, concept of operations, and other data required to execute a mission. An ATO is directive in nature.

**Coronet**—Movement of air assets, usually fighter aircraft, in support of contingencies, rotations, exercises, or aircraft movements for logistics purposes. (AFDD 1-2)

**EECT**—End evening civil twilight – The time period when the sun has dropped 6 degrees beneath the western horizon; it is the instant at which there is no longer sufficient light to see objects with the unaided eye.

**Fighter Aircraft Monitor (FAM)**—A aircrew member who provides emergency assistance and advice to the receiver crews. The FAM must be qualified in the type of aircraft being moved.

**“Go” Decision**—the decision to launch Coronet mission aircraft by the appropriate authority.

**Missed Refueling Base (MRB)**—A base selected for recovery of an aircraft in case an air refueling is missed or unsuccessful.

**Movement Control (MOCON)**—The authority to initiate and terminate flights and to direct or vary itineraries while enroute. MOCON does not imply the assumption of operational control (OPCON) or administrative control (ADCON).

**“No Go” Decision**—the decision not to launch Coronet mission aircraft by the appropriate authority.

**Transoceanic**—A flight is considered transoceanic if it crosses a body of water that extends beyond the ATC communication or navigation capabilities of the fighter/attack aircraft.

## Attachment 2

**DETERMINING WHEN APPROVAL AUTHORITY CHANGES**

**A2.1.** The following guidance is intended to provide clarification for the appropriate source of waivers and approvals when units are enroute to or from a deployment.

**A2.2.** The command that is responsible for the aircraft (not the aircrew) is the determining factor for deciding the appropriate waiver and approval authority.

**A2.3.** Owning or Home Station commands retain waiver and approval authorities when units are moved (vs. deployed) for exercise purposes where only TACON is gained. Additionally, transient forces do not usually come under the authority of a CCDR solely by their movement across operational area boundaries, unless otherwise directed by appropriate authority.

**A2.4.** MAJCOM/A3 Level Waiver and Approvals: An aircraft's owning or home station MAJCOM/A3 will be the authority for MAJCOM/A3 level waivers and approvals until the aircraft lands within the deployed AOR. The home station MAJCOM/A3 resumes authority for waivers and approvals for the first leg that departs the deployed AOR, unless otherwise directed by the deployment order.

**A2.5.** WG/OG Waiver and Approval Levels: An aircraft's owning/home station will be the authority for WG/OG level waivers and approvals until the aircraft arrive at the final destination of the deployment. The aircraft's owning/home station regains authority for WG/OG level waivers and approvals for the first leg of the redeployment from the deployed location, unless otherwise directed by the deployment order.

**A2.6.** EXAMPLE: Active Duty USAFE F-15E's with USAFR pilots deploying from Lakenheath to Mt Home to Hickam to Guam (see [Table A2.1](#)).

**Table A2.1. Authority Example.**

<u>Deployment:</u>						
(Leg 1)	Lakenheath to Mt Home:	MAJCOM/A3 Level authority:			USAFE/A3	
		WG/OG Level authority:			48FW/48OG	
(Leg 2)	Mt Home to Hickam:	MAJCOM/A3 Level authority:			USAFE/A3	
		WG/OG Level authority:			48FW/48OG	
(Leg 3)	Hickam to Guam:	MAJCOM/A3 Level authority:			PACAF/A3	
		WG/OG Level authority:			48FW/48OG	
<u>Redeployment:</u>						
(Leg 1)	Guam to Hickam:	MAJCOM/A3 Level authority:			PACAF/A3	
		WG/OG Level authority:			48FW/48OG	
(Leg 2)	Hickam to Mt Home:	MAJCOM/A3 Level authority:			USAFE/A3	
		WG/OG Level authority:			48FW/48OG	
(Leg 3)	Mt Home to Lakenheath:	MAJCOM/A3 Level authority:			USAFE/A3	
		WG/OG Level authority:			48FW/48OG	

**Attachment 3****SAMPLE FORMAT TO REQUEST ACC AOS SUPPORT**

TO: ACC AOS

SUBJ: Aircraft Movement Support Request

Request ACC AOS support for movement of (number/type) aircraft from (departure location) to (destination location).

- Unit preferred enroute stops:
- Desired departure date is:
- Required destination in-place date is:
- Purpose of deployment (i.e., RED FLAG, COBRA GOLD, PDM, and Transfer)

- Unit POC for detailed planning is:

- Name
- DSN
- Commercial
- E-mail
- Finance POC is:
- Name
- DSN
- Commercial
- E-mail

Note: AMC/A3 is the validator for all dual role requests. Units requesting dual role support (i.e., units requesting cargo movement on tankers supporting the movement of combat aircraft) must submit their requests using Joint Operations Planning and Execution System (JOPES) (for contingency and JCS sponsored exercises and any special assignment airlift mission (SAAM) request). (T-3) SAAM requires a submission in SAAM Requestor System (SRS). SAAM requests have significant lead time requirements and must be submitted IAW AMCI 11-208, *Mobility Air Forces Management*.

**Attachment 4****SAMPLE MOVEMENT CONTROL LETTER**

MEMORANDUM FOR ACC AOS

[DATE]

JB Langley-Eustis VA 23665

FROM: [Unit]

SUBJECT: Acceptance of Movement Control

1. The [XXXXX OG] releases the ACC AOS from Movement Control (MOCON) for the following: Coronet Mission #:

Number and Type of Aircraft:

From (ICAO):

To (ICAO):

Date:

2. Direct all questions to [Unit POC and Phone Number].

//SIGNED//

Ops Group CC (or equivalent) / or higher Signature



## Attachment 5

## SAMPLE AIRCREW QUALIFICATION LETTER

MEMORANDUM FOR ACC AOS

FROM: (Unit)

SUBJECT: Aircrew Qualification Letter

1. The following aircrew members will deploy IAW the Coronet XXXX ATO:

Rank	Name	Qual	WX Cat	Position
Lt Col	Smith, M	IP	1	flight lead
Lt Col	Jones, H	WG	2	#2
Maj	Adams, R	IP	1	#3
Capt	Rothlisberger, B	FL	1	#4
1Lt	Tomlin, M	IP	3	Air Spare

2. Please direct any question to (POC Name) at DSN XXX-XXXX or E-Mail (POC Address).

//Signed//

Squadron CC or Operations Officer

Signature Block

NOTE: Foreign Aircrew must provide an explanation of their pilot weather categories/minimums used.

**Attachment 6****FOREIGN AIRCREW INFORMATION**

Requests made through SAF/IA then to ACC AOS/CC for foreign aircrew to accompany ACC AOS ferry flights must contain the following information:

1. Name:
2. Rank:
3. Passport number, date and place of issue, and expiration date:
4. English Comprehension Level (ECL) score and date tested:
5. Date of physiological training and expiration date:
6. Date of flight physical and expiration date:
7. Date of egress and hanging harness training and expiration date:
8. Aircraft flight time by type and block:
9. Availability of anti-exposure suit (seasonal requirement):
10. Acknowledgment of FMS country's requirement to provide appropriate country clearances and flight gear to its pilots: